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	31 October 1962	25 <b>X</b> 1

MEMORANDUM FOR: Mr. McCone

The attached memorandum and maps spell out in detail the answers to some of your questions relating to the chronology on Cuban overflights.

Of particular importance are the following factors:

- II. The Agency made the operational determination that none of these flights would be made unless weather along the flight routes was less than 25 per cent overcast. The first of the four flights was made on 26 September; the last one on 7 October. You will note that weather was sometimes satisfactory during this interval and that flights were not made. This is explained by the fact that as each of the four approved flights was made we were looking for specific delimited weather breaks in areas to be covered by the approved flights not yet flown.

III. SAC became responsible for U-2 operations over Cuba on 12 October. Its first mission on 14 October was planned to fly over two

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of Havana which COMOR suspected to be an area of possible missile activity. In the course of the flight, the SAC pilot (the pilot was not the one later killed) photographed this suspect area and turned up the first MRBM.



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is true that we were inhibited by the guideline	<b>.</b>
meeting, but the only stand down was	where all reconnaissance 25X1
operations have been grounded since the	25X1
V. The peripheral flights did turn	up additional SAM sites
and coastal defense cruise-missile sites, but	that's about all.
Be sure to see the map attached at the v	very back of this package.
It shows the kind of coverage CIA wanted at the	he meeting on 10 September as
compared with what we were actually permitt	ed to do.

25X1

H. Knoche

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